

ST. LOUIS RACE NEWS NUMBER

AVIATION

OCTOBER 15, 1923

Issued Weekly

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Part of the 100,000 enthusiasts who saw the Pulitzer Race

VOLUME
XV

SPECIAL FEATURES

NUMBER
16

PULITZER TROPHY RACE AND OTHER EVENTS
IMPRESSIONS OF THE GREATEST FLYING MEET
PHOTOGRAPHS OF WINNING PLANES AND PILOTS

THE GARDNER, MOFFAT CO., INC.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

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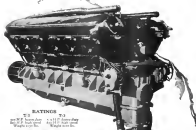
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OCTOBER 15, 1923

AVIATION

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AVIATION

Vol. XV

OCTOBER 15, 1923

No. 16

St. Louis — 1923

ORVILLE WRIGHT summed up the general impressions of every phase of the St. Louis meet when he said "I never thought it would be possible!" While he was referring particularly to the speeds attained, it also applies to the businessness of the preparations, the skill of handling the variety of aeronautical equipment of all kinds and the aids made by the pilots.

The progressive men at St. Louis who organized the affairs for a period to the fullest credit for having given the aviation world the most successful air meet ever held. Not one machine was made. Every one interested in air progress owes a debt of gratitude to the hospitable St. Louis Air Field, and to the Contest Committee of the National Aeronautics Association which handled the various events with ease, competence and tact.

To see the broader aspects of the meet, there is one outstanding fact aside from the records made. Approximately five hundred thousand miles were flown without a casualty. This added to the mileage flown at Detroit last year means that in two air meets where most racing engines are at speed were broken, a half million miles have been flown without a scratch—concrete evidence of the reliability of American airplanes and engines of all types and the capability of our pilots.

The Pulitzer Trophy Race, described fully elsewhere in this issue, was the culminating event of a world's aeronautic activities of all kinds. The year's aerodynamical progress is embodied in these racing types. Additional streamlining, more efficient propellers and higher powered engines came up the top scale increase in speed in one year.

The Navy did the largest thing this year in the way of speed down of the world. They pitted two strong engineering organizations against one another with the inevitable result. The Curtiss entries followed their engineering predictions to the last degree. The Wright machines, the first products of the airplane branch of this company, exceeded last year's records by twenty-four miles per hour.

The race was really a contest between flying engines, one type of plane being powered by a personal engine and the other by a banking type. Both are in production, as they cannot be termed in any sense special racing products. In fact, the object of the meet deserves perhaps the greatest praise for their reliability and consistent performances.

The other races were not as important as the speed contest, but there were four new types entered. They were, with the usual exception of the clash between the Martin Bomber and Douglas Bomber, more between types that are well developed and where the skill of the pilot is largely the controlling factor. Several new commercial types were of great interest to those who could well benefit the service of the

country. But it was evident that the United States is sorely in need of development of service ships in sufficient numbers to take them out of the experimental class. Likewise our air transport types are very scarce and, where in evidence, are not in sufficient demand to afford incentive for great progress.

The National Aeronautics Association turned its first milestones with a very successful conclusion, the details of which will be given in next week's issue. It is felt by those who listened to the reports of the year's work and the plans for the coming year, that the future of the N. A. A. is assured.

This meet will always be remembered for the lighter-than-air features that broadened its scope. The 231, of course, was the center of all interest and the success of her first cross country trip was triumphant. The new and Army airplane from Scott Field added much color to the brilliant occasion.

The Army Air Service, it should be clearly understood, did not plan this year to develop new racing types. Its development has largely centered on the bombing types of which the Bunting is the outstanding example. And, to put it bluntly, the Air Service is today as well equipped in personnel, appropriations and equipment that it deserves the warmest praise for the splendid showing it made at St. Louis.

The postponement of the race was an unexpectedly fortunate happening for St. Louis. Instead of disappointing weather, such as had held up the completion of the field, no more perfect overhead conditions could have prevailed. As a result, the meet was a great financial success. This, perhaps, will be the most lasting consequence of the St. Louis meet. If aviation races can attract crowds of one hundred thousand people and take in one hundred and fifty thousand dollars in receipts, these events may become more frequent. The financial statement of the St. Louis meet should and will receive the greatest scrutiny by all cities that have air meets in contemplation.

In concluding this account, we wish to inform our readers that AVIATION was the only aeronautical magazine represented at the meet by staff correspondents, and that it will probably be the only paper to publish accounts by trained aeronautical observers. For several months there will appear the highlights on the meet that, for want of space, are crowded out of this issue.

AVIATION extends its heartiest congratulations to the men who organized and ran the meet and expresses its appreciation for the many courtesies shown its representatives. Not only the officials who were charged with the management of the visitors, but all St. Louis seemed to be desirous of extending the visiting teams the most complete entertainment they could provide. St. Louis will always be remembered as the hospitable city that put on the greatest air meet so far held in the world.

PULITZER TROPHY RACE

Saturday, Oct. 6, 1923

Pilot	Plane	No.	Motor	Hrs. Endured	Place	Speed and Time for 200 Miles				
						1 Lap	2 Laps	3 Laps	4 Laps	
1st Lt. W. W. Colver, U.S.N.	Wright Flyer	2	Wright T3	700	Navy	4th	231.74	231.24	230.75	230.00
1st Lt. L. H. Sanderson, U.S.M.C.	Wright Flyer	10	Wright T3	700	Navy	2nd	230.33	229.85	229.20	228.06
1st Lt. A. J. Williams, U.S.N.	Curtiss BNC-1	5	Curtiss D12 Spec.	600	Navy	1st	245.27	243.61	243.53	243.02
1st Lt. H. J. Brown, U.S.N.	Curtiss BNC-1	10	Curtiss D12 Spec.	600	Navy	2nd	242.39	242.99	242.41	242.79
1st Lt. A. J. Pearson, A.S.	Verville Sperry	45	Curtiss D12 Spec.	600	Army	3rd	242.39	242.99	242.41	242.79
1st Lt. W. Miller, A.S.	Curtiss BNC-1	40	Curtiss D12 Spec.	600	Army	4th	242.39	242.99	242.41	242.79
1st Lt. J. D. Corliss, A.S.	Curtiss BNC-1	40	Curtiss D12	400	Army	5th	242.39	242.99	242.41	242.79

of aircraft of all types, not only motors. Only such with high speed records like the Pulitzer can fully justify the expense involved.

Brown, W. G. and A. N. W. H. the engineers in charge of the development work of the Navy-Curtiss motor have recently kept themselves in the background, as the Curtiss organization policy is to play "W. G. H." in the background, however deserves the greatest credit for his untiring labors of various ships, while Mr. N. W. H. is mainly responsible for the maintenance of the recent Curtiss motor development.

The Race

Coming now to the story of the Pulitzer Trophy race itself, the air circus was held over perfect weather, with distances in the presence of a crowd estimated at about 300,000 persons. Many thousands came in automobiles, which were densely packed in the special sections set aside for them, while thousands of cars jammed the improved parking spaces, nearly half and every vehicle passed from which their occupants could witness the race.

To return as far as possible the possibilities for accident, it was decided to start the competition and run the race in boats. Lieutenant Sanderson, of the Marine Air Service, was first in the air with the red Navy-Wright No. 2. He crossed the 500 ft. beyond the starting point and, after clearing to a 4,000 ft. elevation, swung far into the area and then drove straight for the first turn. He hooked by the turn at 230 o'clock and, after rounding the corner, left a smoky trail in the over-horizon as he streaked out of the turn.

A moment later, Lieutenant Corliss was in the air with the black Army-Curtiss motor of 1923. From 3,000 ft., he made a sharp dive to the palm, banking it so closely that there were doubts as to the reality of his start. The judges deferred the race on.

In less than eight minutes, Sanderson was again in a spin as the heavy, ascending side for the turn at home. His bank for the first lap of a little more than 30 mi. was enough at 230 ft. per hr. A really a little off course, pointed at the line at a 230 ft. per hr. "Shaky" was again wide at the turn on the second lap, dropping his average for the race to 220 ft.

An Exciting Interlude

Sanderson continued his first lap at an average speed of 220 ft. per hr. as the race was located at the 200 ft. lap at 230 ft. per hr. Meanwhile, Corliss was working around the triangle at a 314 ft. per hr. for the second lap, 215 ft. per hr. for the third and an average of 216 ft. per hr. enough to overcome the steady pounding of his Marine opponent.

Coming after the finish, Sanderson clocked 2000 ft. in a 100 ft. bank before attempting a descent. When he was several hundred feet from the ground, Sanderson's motor was again to drive straight for the ground and disappear behind a railroad embankment.

A moment or so later, powerful field glasses from the tower side saw Sanderson appear in the air, banking, winging, and circling. "Sanderson is still," roared the loud speakers and a great gasp of relief arose from the crowd.

Sanderson explained later that after having started from the ground, he thought that other planes were talking off and that he would outstrip them if he landed properly. Coming toward the field to land and at an altitude of about 3000 ft., it seemed to him that the gasoline supply had become exhausted or cut off, and seeing a tree and a highway below, he began the latter to absorb the shock of his high speed landing. The highway seemed "fuzzy" for a while the race was broken, "fuzzy" only offered a spreaded circle and atmosphere on the first circle.

The Second Heat

In the second heat Lieutenant Williams with the blue Navy-Curtiss motor No. 5 was second with Lieutenant Pearson in the gray Verville-Sperry motor owned by the Air Service. Lieutenant Williams took off with an engine back such as had and often have heard before. After making a short circle, he dove straight for the starting line, passing over the tower stand with the winning sound of a high engine shell. He made a fairly sharp bank around the apex and was in second place No. 2.

In the meantime Lieutenant Pearson in the state owned Verville-Sperry motor by the Air Service was given the start. He had barely crossed the far end of the field after crossing the starting line when he noticed that the Curtiss engine to "burn," apparently because of an unbalanced propeller. As this deprived him of effective control at night he turned back into the field and effected a safe landing.

And now Williams was racing over the tower's stand, which gave him speed for the first lap at 245 ft. per hr.—a mark unapproached in the annals of aviation—while last Lieutenant Pearson's fastest lap made in last year's race by almost 40 ft. per hr.

When Pearson withdrew, the racing committee decided to start the third and last heat with Williams still in the air.

The Last Heat

1st Lt. W. W. Colver in the red Navy-Wright motor No. 7 took off first, followed by 1st Lt. H. J. Brown in the blue Navy-Curtiss No. 24, and trailed by 1st Lt. W. Miller in the black Army-Curtiss No. 46.

Shortly afterward Williams finished the race in beautiful style, coming in as soon as he had cut the landing gear. He took off for the first lap (200 ft.) was 242.67 ft. per hr. in against 200.9 ft. per hr. for last year's race won by Lieutenant Pearson.

It then remained to be seen whether Williams' lone sail be beaten by the three pilots entered in the last heat. It was not. Colver averaged 230 ft. per hr. for the race, coming within 0.05 mi. of Sanderson's mark, Brown came second by beating Williams by averaging 214 ft. per hr. while Miller "bumped" the Army-Curtiss motor with 208 ft. per hr.

Time Lieutenant Williams was the fourth Pulitzer Trophy at 241.67 ft. per hr., Lieutenant Brown finished second at 242.79 ft. per hr., Lieutenant Sanderson third at 230.06 ft. per hr., Low crossed the Army-Curtiss motor at 220.06 ft. per hr., Corliss at 215.91 ft. per hr., and Lieutenant Corliss sixth at 214.06 ft. per hr.



Circle of four miles a minute—Front view of the Navy-Curtiss motor on which 1st Lt. H. J. Brown, U.S.N., finished second in the Pulitzer Trophy race.

"You're had once more shown the world of what its engine and pilot are capable by setting up records for an achievement of any previous mark. In 1920, at Mitchell Field, Capt. C. C. Doolittle, A.S. was the Pulitzer race at 300.6 ft. per hr. in 1921, at Oshkosh, West America made 370.7 ft. per hr. at Detroit, 1st Lt. E. L. Macpherson, A.S. averaged 269.9 ft. per hr. And within twelve months his high water mark was reached by every one of the six contestants who finished in the 1923 Pulitzer race, the winner, 1st Lt. A. J. Williams, making 243.67 ft. per hr. It was stupendous progress. It was so startling that the officials and the crowd were unable to express their reactions. They were too stunned to applaud, but soon it came back up, led by the Navy men present who were wild with joy.

Neither Here Nor There

On the third lap, Lieutenant Williams' plane appeared above the trees to the west of the course.

"It is No. 5 in my approach," the announcer stated. "It is No. 5 in my approach," declared someone in a group of men and girls.



The Navy Wright racer—the two also entered in the Pulitzer Trophy race flown by 1st Lt. H. Sanderson, U.S.M.C., and 1st Lt. W. Colver, U.S.N., finished third and fourth respectively.



Official Photo, U. S. Navy

Naval Aviation officers, including contestants, on duty in connection with the Air Races at St. Louis

created an atmosphere unique in crowd psychology of sports. Here and there were little groups that when felt this air racing was serious competitive business.

Looking Down From the TC3

Had one been away from it all, far distant, high above in the Army aerobop TC3, which hovered over and behind the crowd, he would have had something of this perspective on the Pulitzer race.

Below the earth is black with tiny figures, unified in a rectangular section beside an open field on which was a yellow and black checkered pattern. Behind the black patch and all around were very black squares, the tops of the 12,000 or more automobiles which packed in and about the stadium embankments. There were very busy and larger kangaroos in the west of the landing field.



Happy dogs and happy men—The four victorious Naval Aviation entries in the Pulitzer Trophy race and the crowd which took care of them on the ground

Charles Conner, was not situated favorably to draw a large crowd. And yet, about 500 persons gathered there to watch the race. Their cars were parked in a meadow close by. Near the foot of the pylons, a group of five women sat upon an antique blanket spread on the plowed ground, and when the winner was doing fancy work at the airplane stall overhead, "they don't smile me," she remarked.

Thrills at Pylon Two

As unexpected itself in the Pulitzer trophy race was supplied by the plane of Lieutenant Miller when he was turning Pylon No. 2 on his first lap. As the plane appeared above the Missouri River and for a moment was lost behind the tall structure which was used by spectators at this turn as a point over which to look for the winning runner, it was observed that the machine was not flying smoothly.

The powerful racer swung suddenly, as if the pilot were having trouble with the stick. The crowd on the ground began to express some little concern for the safety of the flyer and also for that of the groundings. A few of them began to hasten to the river, of which there was some in sight.

But it was the group of officials in the lookout at the top of the 300-ft. pylon that got the most thrill. Picking and peering on the river (which is close to the bridge) below that for a moment there was actual fear that a wing of the craft was going to come in contact with the floating skiff.

One of the men made a movement, indicating that he was going to draw in the flag, but before he could do so Lieutenant Miller and his ship really had made the turn and the craft was heading far beyond.

His exit for the first for the 337 was the call from those on the ground. Miller made his three other turns without unusual incident, although he seemed to be in difficulty right at the start, when it was believed that he would land before getting beyond the field. But he pushed on and completed the remaining better than Lieutenant Corbett.

Pilot's Impressions

When Lieutenant Williams, winner of the event, had landed his ship up to the line, his first question was "What did we do?" When informed that he had executed all previous speed records he indicated himself as a vigorous "Whopps, Navy!" and was surrounded under the congratulations of his machine and those makes. He then turned his plane to the grandstand where he received the congratulations of Admiral Zettler, Chief of the Bureau of Navy Aeronautics, and the thousands of spectators who watched his spectacular event. When he returned to the hangar Williams was asked how a fit to be the speed king of the world. He replied: "It feels funny, and you can say my car that I felt funny when it was all happening. I knew I was making great speed, but I did not know just what it was. I crossed the starting line with no indication showing 200 of Air. I kept her made open, but we never dropped some, and suddenly in the third lap I was 'whee!' I felt just like I was asleep. It was those turns that did it. I couldn't see, so I jerked off my goggles, but that didn't help any, it seemed, I was all mixed up and lost track of the laps. There was 'whee!' in my ears. Those were words so I just went around again to make sure."

Escorted to the Grandstand

As soon as it was officially announced that Lieutenant Williams had won the Pulitzer Trophy, he was escorted to the grandstand here at May Gen. Mason H. Patrick, chief of the Army Air Service. There he was requested to make a speech. "Let me get down and out of here, such it is," was his only response.

He was then taken to another box and introduced to Dr. W. H. Wright, the inventor of the airplane. Miss Catherine Wright, sister of the "father of aviation," presented the big-eyed victor with an enormous bouquet of yellow chrysanthemums, as both she and her brother congratulated him.

Lieutenant Williams was then presented to George S. Johns and W. Frank Carter of the Air Board, who led the throng in the cheering chorus for "the man of the hour."

Escorted Pione to Limit

Lieutenant Brown, who finished second in the race, escorted my place in the limit and I suddenly felt that

I should be getting more out of it, but I suppose we should be satisfied. It was a great day for the Navy and we are all proud of the record made.

Lieutenant Davidson, who finished third and emerged safely from the spectacular crash landing described before, said: "She is a great ship, and I gave her the best I had. I was sorry we crashed up, but that kind of a job just won't stay in the air without practice. I had a lot on my mind, and it was just a case of accident that I did not make the five hundred yards to the landing field."

Lieutenant Callaway, who finished fourth, was first greeted by his wife as he stepped from his place at the hangar. She showed her arms around him and showed his speed into his arms before any of his eager mates could reach him. Then



Lieutenants Davidson and Callaway talking over their chairs in the Pulitzer Trophy race

Lieutenant Callaway finally expressed surprise when informed that he had captured third place.

Wind Loosed Glances

Lieutenant Corbett, the Army Air Service pilot, who was fifth, was constantly distracted throughout the race by loose glasses in his pockets. The vibration of the motor shook the glasses in the pockets and the reflection of the earth beneath his was completely blurred, he said.

"Approaching the pylons," he said, "the earth seemed to be quivering in front of me. As I entered the pylons the only way I could see them was out of the corner of my eye. On my second lap I could not see the pylons and was again thrown off my course. Finally on the third lap I succeeded in getting my hand in my goggles for a moment to readjust them and was more comfortable for the remainder of the race."

Lieutenant Corbett's stomach is now out of his speed in his various laps. His first was completed at 230.58 seconds, the second at 274.47, the third at 235.56 and the last lap was completed in 218.15. During the race the top of Lieutenant Corbett's leather helmet was stripped off by the terrific wind.

Lieutenant Miller, the only Army flyer to complete the course, was expressed motor trouble.

Engine Cut Out

"My engine cut out on me at intervals from the very start of the race and I knew I was in for a tough job. I could not get the speed out of it, although I did my best. It seemed to me that the motor is too fast for the plane. It seemed to be heavy in the race and I had no time difficulty on that account. I had no other trouble and I knew the ship, with its



The Fought UOI (210 hp Wright J1) race observation plane in which Lt. C. R. Hall, U.S.M.C., secured fourth place in the Liberty Engine Bolden Trophy race.

Raymond, Lieutenant Outsell, Lieutenant Shickley, Lieutenant O'Connell and Major Bryant in the Fokker C-4, made the best time in the first lap, with a speed of 130-25 mi/hr.

Pair Turns Like Team

Lieutenant McAllen took the lead away from the Navy entrant, Hall, as they crossed the line during the second lap. Smith and Francis finished by next. There was another thrill when Outsell and Shickley flew by. They were in an even line and made a high pass around the pylon. Lieutenant McAllen made an average of 130-27 mi./hr. for the second lap. The break came from the west was breaking the lap planes, causing them to drift as they rounded the pylon.

Twenty-four short 200 ft. above the ground, a big black plane bearing behind a trail of smoke puffs, Lieutenant McAllen rounded the finish line for the third lap a half mile in the lead of Lieutenant Shickley and Hall. These two pilots came down the stretch together, one dropping to a lower altitude as they backed sharply in turning the pylon.

Lieutenants McAllen, Hall, Currell and Smith at the junction were leading the field. The scattering of ships was

making things more interesting for the spectators, as there was not such a long wait between completions of laps.

McAllen Maintains Lead

At the completion of the third lap, half the race, Lieutenant McAllen's time was 130:52 on lap. Outsell passed from sixth to seventh place and Francis dropped from seventh to tenth place.

Lieutenant Currell, on the Lepore, was forced down at the west end of the field as he was meeting completion of the fourth lap. He landed on a road nearby. Magneto trouble brought him down.

Lieutenant McAllen, leading at the fourth lap, had a speed average of 130:59 mi/hr.

McAllen, still in the lead as the fifth lap ended, was close pressed by Smith, whose lap C-4s clocked down the course and made a pretty turn about the standard pylon. McAllen's speed for the fifth lap was 130:59 mi./hr the same as for the previous lap.

Lieutenant Outsell's Dr. Henschel was forced down near the second pylon as he was on his last lap, because he was not at the pylon. He made a safe landing.

The same reason caused Lieutenant Larson to land in the last lap without completing the race.

J. Atkinson Wins Country Club of Detroit Trophy Race

The program for Friday, Oct. 5, the second day of the National Air Races, provided for two events of considerable interest—the Aviation Country Club of Detroit race for light commercial planes, and the Merchants' Exchange Trophy race for large capacity "freight or passenger" airplanes—as the participants of the kind of gift state. As a matter of fact, the freight and passenger planes seemed out to be, with one exception, lumber. But we shall not dwell this point, for if the Army and Navy had not entered their numbers in the event, one would have been entered in one, and there would have been no race—the way ending for lack of soldiers.

Read Commercial Planes

On the other hand, it is extremely gratifying to record that the J. C. of Detroit Trophy race was actually entered by eight pilots and completed for six, every one of which was a purely commercial ship. Last year, at Detroit, the race was a public workout, there being only one entrant, one of which was a more or less unmodified military plane on plane carrying two or more passengers with a ma-

The Lepore entered by the Bureau of Aeronautics in monument of its military model chiefly in honor of its "patron saint" type airplane, the J. C. is a specimen (Army model) and up to an excellent performance in the race, with its engine cooled out.

The Standard U1 Special in a modified Standard J1, while the "Bureau" is a modified well known around Long Island flying fields, being the old Ocean-Tourer, designed by Walter H. Phipps.

After the Lepore dropped out, the race became a three-cornered contest between McAllen, the Smith and the Greda, the three ships finishing in the order named, both for speed and efficiency. Jack Atkinson flew the Bellanca in victory and 2:00:00 each power, Percy Harrison placed the Leard in second with 2:00:00 prize money, and "Casey" Jones was third, making 2:00:00 for his efforts.

The rules of this race leaving here given in the first. J. C. of Aeronautics, it will suffice to say that it was intended to crown



The Bellanca CF entry plane (50 hp Anzani) on which Jack Atkinson won the Aviation Country Club of Detroit race.

ship of doubtful commercial value. It will be noticed, then, that so have progressed in these last twelve months, even though not much has been done in the production of new commercial ships. The point is that the publicity value of the National Air Races in beginning to be acknowledged by the army (military). A similar indication of a more recognition of things was offered by this year's race for the Detroit Area Air Mail Trophy which was actually completed for six Air Mail planes. This may seem quite natural, but just how the trophy was completed for by an imposing squadron of Army bombers, which twice Air Mail ships and on the field, making—nearly because they were barred from the contest for no plausible reason.

Here, considering the fact that two more of the events scheduled in this year's race were actually run as intended in the face of the trophies in question, it is perhaps not too much to expect that in 1934 the "freight and passenger" plane of large capacity will actually show up in the contest for winner will take the place of the Merchants' of St. Louis Trophy.

The Entries

With this necessary preamble we may now tell the story of the two races, the results of which are clearly shown in the accompanying tables. While a few of the entries in the A.C.C. of Detroit race—like the Greda, the Bellanca CF, the Peral and the Bellanca—were known to our readers from descriptions which appeared in AVIATION, they may not be familiar with some of the others in the new Baltimore magazine which K. T. Allen was to say nothing is known at the time of WRITING, and as the machine was withdrawn—by whom the contest and did not appear in St. Louis, it seems a case of course impossible.

mean horsepower of 210 (717 cc in displacement) and having a speed of not less than 90 mi./hr. The original racing machine carried power to 200 hp (750 cc) as it was modified a few days before the race. Competitors were placed in two classes—speed and efficiency—the latter being distinguished by dividing the pay load by the horsepower and multiplying the product by the speed attained in the race.

This "figure of merit" is shown in the table. The course was five times around the 50 km. triangle, a total of 150:24 mi.

Four of the seven pilots who started in this race were dropped down, some of the landings being in the rougher part of the course, but no one was injured in these mishaps.

The Winner

Jack Atkinson, in a Bellanca using monoplanes, with 35 gal. of gasoline, 400 gal. of oil and a weight equivalent to four passengers, led at the finish, after J. L. Burns, who had led at a speed of more than 160 mi./hr., was forced to land at the end of the fourth lap.

Partly because of a high wind, which pushed some of the five out of their course and caused them to approach the field on their return at various heights and from various angles, the time made in this race was less than the time in the corresponding event at Detroit last year. Atkinson's time was 2:00:00 on lap, while last year's winner, Leard, H. L. Harris, in the Homecoming Express made 2:00:00 on lap.

Lieutenant Harris was again a contestant, but with less luck than last year, for he experienced trouble with the wing of his craft, which forced him to land in the first lap.

The wind somewhat bothered the contestants in this event, for they had it from the side to two legs of the triangular course, but as the latter was equilateral, it did not influence their speed. At the starting time, 11 a. m., the wind velocity

LIBERTY ENGINE BUILDERS' TROPHY RACE

Distance, 300 km. (186.42 mi.)

Thursday, Oct. 4, 1932

Pilot			Speed Test									
	Plane	No. Motor	No. Entrant	Place	Time	1 Lap	2 Laps	3 Laps	4 Laps	5 Laps	Race	
D. C. Allen, Ea	Curtiss 187	3	Curtiss CB12	450 Army								
Lt. O. R. Hall	Yough UOI	4	Wright J1	210 Navy	4th	94:48:39	191:43	131:07	102:25	130:53	132:10	
Lt. La. M. Conzelli	McPhee	38	Liberty*	450 Army								
Lt. La. H. N. Brown	Fokker C-4	37	Liberty	450 Army	5th	94:48:39	191:43	131:07	102:25	130:53	132:10	
Lt. La. C. McAllen	Fokker C-4	38	Liberty*	450 Army	1st	90:28:34	130:55	129:27	128:52	128:06	128:06	
Lt. La. H. Smith	Colt	23	Liberty	400 Army	3rd	92:56:22	137:55	172:01	127:18	137:06	134:05	
Lt. La. V. J. Miley	XB3A	34	Wright	350 Army	6th	94:06:44	127:43	128:55	127:18	128:06	128:06	
Lt. La. W. T. Larson	XB3A	35	Wright	350 Army								
Lt. La. H. C. Ramsey	D14B	38	Liberty*	450 Army	2nd	91:18:34	137:02	172:01	127:18	137:06	134:05	
Lt. La. D. M. Outsell	D14B	37	Liberty*	400 Army								
Lt. La. W. H. Brookley	D14B	38	Liberty	400 Army	5th	97:39:19	128:24	128:52	128:18	128:10	128:10	
Lt. La. H. C. Ramsey	D14B	38	Liberty*	450 Army	7th	96:36:02	128:41	128:52	128:18	128:10	128:10	
Mr. B. B. Bryant	D14B	39	Liberty	400 Army	9th	91:36:27	125:72	135:59	123:52	123:52	123:52	
Lt. La. W. H. Brookley	Curtiss COX	33	Curtiss D12	400 Army								

*Supercharged model. Competitors made 8 1/2 laps in race.
Lepore finished.

Time out of race
Time out of race



NAVY CURTISS RACER

In 1909 Glenn H. Curtiss won the Gordon Bennett Race, the French speed classic.

Since that date the Curtiss organization has led the world in the design and construction of aeroplanes and motors.

In 1921 the Navy Curtiss Racer with a Curtiss motor won the Pulitzer Race at Omaha and established the world's speed record.

In 1922 in the Pulitzer Race at Detroit the Army Curtiss Racers with Curtiss motors took first and second places, and the Navy Curtiss planes (of 1921) took third and fourth places, again establishing world's speed records for the various distances covered.

In 1923 the Navy Curtiss Racers with Curtiss motors are still faster.

In military aviation Curtiss is unexcelled. The Army Curtiss Pursuit Ship is the fastest fighting plane in the world.

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